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100 LARKIN STREET · SAN FRANCISCO, CALIFORNIA 94102

(415) 552-1134



DEPARTMENT OF CITY PLANNING

NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED

DOCUMENTS DEPT.

FEB 2 1982

Date of this Notice: January 29, 1982

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PUBLIC LIBRARY

Lead Agency: City and County of San Francisco, Department of City Planning
100 Larkin Street, San Francisco, CA. 94102

Agency Contact Person: Carol Roos

Tel: (415) 552-1134

Project Title: 81.207E:
73 Unit Condominium Building
750 California Street

Project Sponsor:

Project Contact Person:

nia Street, at Sabin Place

(s): Lots 7 and 10, in Assessor's Block 242

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including 39 parking spaces on a now vacant site.
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ew, for buildings in the C-3 district; a Variance
rd; and Master Plan referral for street improvements.

SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL
This determination is based upon the criteria of the
Secretary for Resources, Sections 15081 (Determining Signi-
fatory Findings of Significance) and 15084 (Decision to
lowing reasons, as documented in the Environmental
or the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the City Planning Commis-
sion: February 8, 1982.

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a
\$25.00 filing fee.

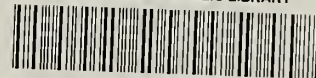
Alec S. Bash, Environmental Review Officer

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100 Larkin Street, San Francisco, CA. 94102

Agency Contact Person: Carol Roos

Tel: (415) 552-1134

Project Title: 81.207E:
73 Unit Condominium Building
750 California Street

Project Sponsor:

Project Contact Person:

Project Address: 750 California Street, at Sabin Place

Assessor's Block(s) and Lot(s): Lots 7 and 10, in Assessor's Block 242

City and County: San Francisco

Project Description: Construction of a 16-story, 73-unit condominium building, approximately 91,000 sq. ft. including 39 parking spaces on a now vacant site. The project requires Conditional Use authorization for parking in excess of that required; Discretionary Review, for buildings in the C-3 district; a Variance for a portion of the rear yard; and Master Plan referral for street improvements.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15081 (Determining Significant Effect), 15082 (Mandatory Findings of Significance) and 15084 (Decision to Prepare an EIR), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: February 8, 1982.

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a \$25.00 filing fee.

Alec S. Bash, Environmental Review Officer



FINAL
INITIAL STUDY

750 CALIFORNIA STREET CONDOMINIUMS

81.207E

January 1982

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CALIFORNIA STREET CONDOMINIUM

INITIAL STUDY
81.207E

PROJECT DESCRIPTION

The proposed project would be a 16-story residential condominium building on a now vacant site at 750 California Street, between Grant Avenue and Stockton Street. The site consists of Lots 7 and 10 in Assessor's Block 242 and fronts on California Street and Sabin Place. The block as a whole is bounded by California Street on the south, Stockton Street on the west, Sacramento Street on the north, and Grant Avenue on the east. The parcel contains 9,146 square feet and is located in the C-3-G (Downtown General Commercial) zoning district in which the permitted Floor Area Ratio, i.e., the proportion of allowable building area to land area, is 10:1. The building would have 91,000 gross square feet, of which 67,254 square feet would be residential units. The 73 units would be in the following mix: approximately 15 percent, or 11, would be studios, 70 percent, or 51, would be 1-bedroom units, and 15 percent, or 11, would be 2-bedroom units. There would be 125 square feet of land area per unit. The site is in a 160-F height and bulk district; the building would have a height of 155 feet and would contain 15 levels of dwelling units, a ground-level lobby, conference room, and swimming pool area, and two below-grade parking levels with 39 spaces to be entered from Sabin Place. The price range would be approximately \$300,000 to \$700,000 per unit.

The project sponsor is Edward J. Safdie of New York, and the project architects are Gensler and Associates of San Francisco.

POTENTIAL ENVIRONMENTAL EFFECTS

Potential environmental issues of the project include transportation effects such as effects of construction and operation on circulation in the vicinity, parking impacts, and access; visual effects of the project on public and private views; shadowing and wind effects on the site and adjoining

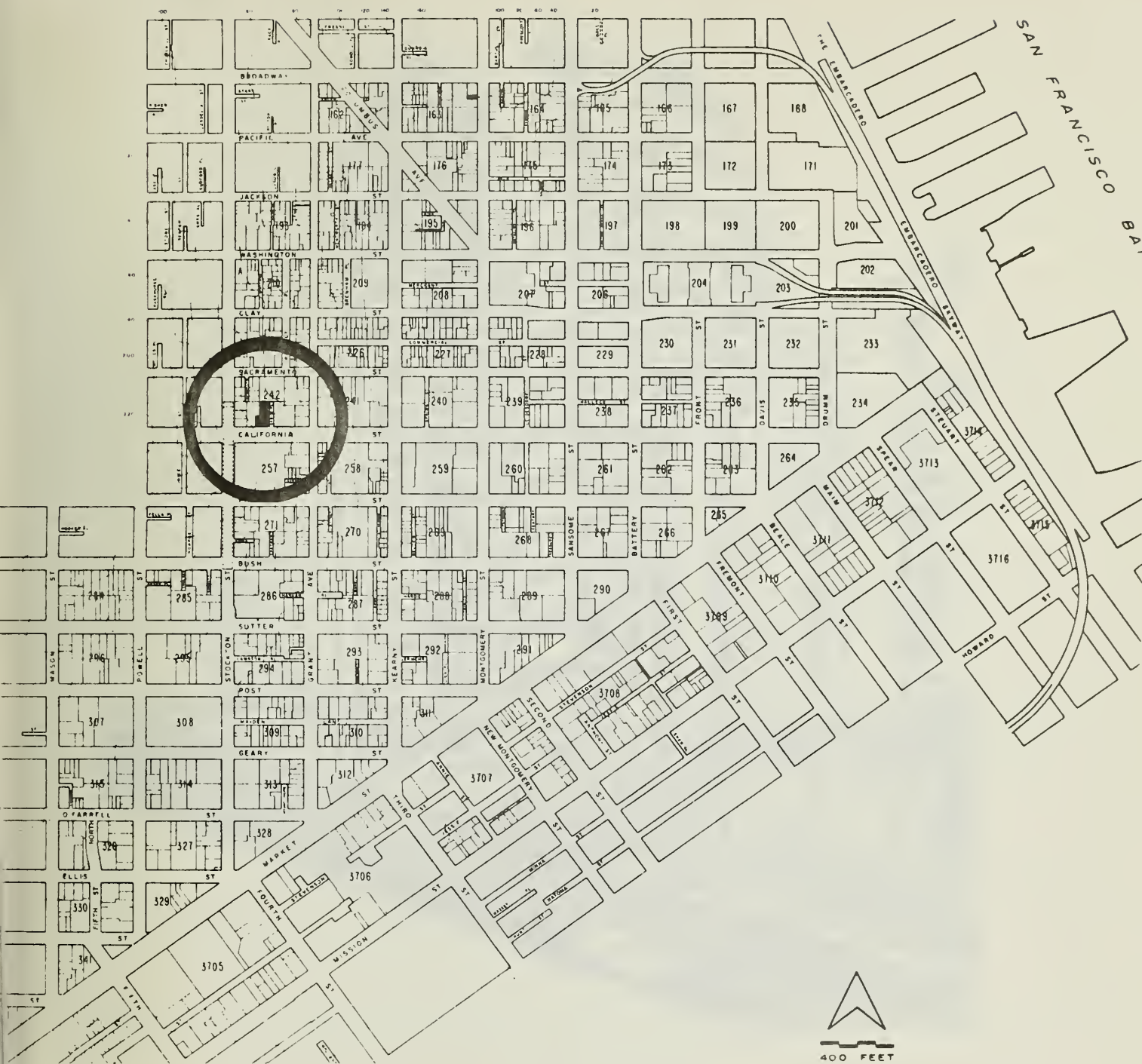


FIGURE 1 LOCATION OF PROJECT



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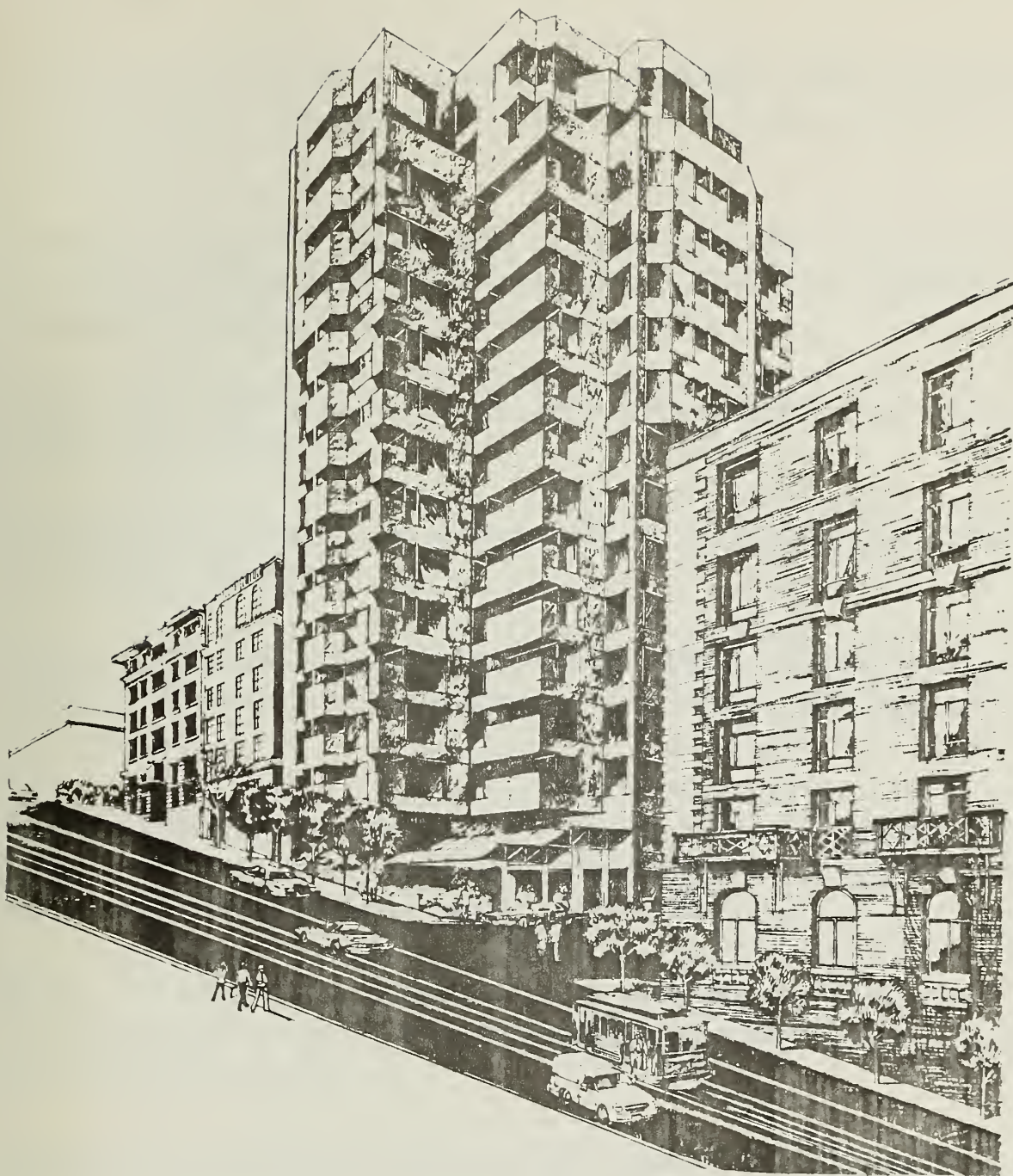


FIGURE 2 VIEW OF PROJECT FROM
CALIFORNIA STREET,
LOOKING NORTHWEST

(Modifications in the design will be shown
in the Environmental Impact Report)

properties; construction noise; and energy consumption. These issues will be covered further in the environmental document which results from this initial study.

Potential environmental issues which have been determined to be insignificant, and which, therefore, will not be addressed in subsequent environmental documentation for the project, are summarized below:

Noise: After completion, the project would not increase audible noise levels in the project vicinity.

Air Quality and Climate: The project would not cause measurable violations of air pollution standards.

Public Services and Utilities: The increased demand for public services and utilities attributable to the project would not require additional personnel or equipment.

Biology: Existing weeds and shrubs at the rear of the site would be replaced by landscaped areas at the front and entrance to the project, which would be maintained by the condominium owners' association.

Water: The project would have no effect on water quality and a minimal effect on drainage from the site. Project drainage systems would comply with the San Francisco Building Code.

Hazards: The project would create no known hazards to public health or safety.

ENVIRONMENTAL EVALUATION CHECKLIST

A. GENERAL CONSIDERATIONS:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
1. Would the project conflict with objectives and policies in the Comprehensive Plan (Master Plan) of the City?	_____	<u> X </u>	_____	_____	<u> X </u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
2. Would the project require a variance, or other special authorization under the City Planning Code?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
3. Would the project require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal Agencies.	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
4. Would the project conflict with adopted environmental plans and goals?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>

The project would comply with height, bulk, use, floor area ratio, and density requirements of the C-3-G zoning district. However, the project would require conditional use authorization in accordance with Section 303 of the City Planning Code and with the parking requirement of Sections 151 and 204.5 of the City Planning Code, because the building would provide more than 150 percent of the minimum required ratio of one off-street space for each four dwelling units. The project would require a variance in accordance with Section 305 of the City Planning Code in order to waive the Code requirement for a minimum rear yard of 15 feet for the westernmost 20-foot-wide portion of the site which has a depth of only 60 feet rather than the 137.5-foot depth of the remainder of the site. No rear yard would be provided by the project on this part of the site. The project would also be subject to discretionary review by the City Planning Commission, in accordance with its Resolution 8474, which requires such review for all building projects in the C-3 district. Repaving and improvement of Sabin Place would require approval by the Department of Public Works.

Although the 155-foot-tall project would be allowable in this 160-foot height district, the building would be 75 to 85 feet higher than adjoining buildings. The project would conflict, therefore, with certain policies of the San Francisco Comprehensive Plan. Specifically, Principle 2A of Objective 1 of the Urban Design Plan (page 4) recommends the placing of "tall, slender buildings at the tops of hills and low buildings on the slopes and in

valleys [to] accentuate the form of the hills." Principle 2B of Objective 3 of the Urban Design Element (page 33) states that "tall buildings on slopes of hills severely restrict views from above" and "influence the quality of views from street space." The building would interfere with views northeast from the adjacent apartment building on the west side of the project and to the north from Cogswell College opposite the site on California Street. The project would conflict with Principle 6 of Objective 3 which states: "The relationship between areas of low, fine-scaled buildings can be made more pleasing if the transition in building height and mass between such areas is gradual." The project would conflict with Policy 6 of the Policies for New Development (page 37) which states: "Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction." The May 1981 report issued by the Department of City Planning, entitled Guiding Downtown Development, recommends no change in the height limit on the site or vicinity. The building appearance, height, bulk, and setback will be discussed further in the Environmental Impact Report.

B. ENVIRONMENTAL IMPACTS:

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
1. <u>Land Use</u> . Would the proposed project:					
a. Be different from surrounding land uses?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
b. Disrupt or divide the physical arrangement of an established community?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>

The project would be the first residential use on the north side of California Street west of the Financial District. The building downhill across Sabin Place, built in 1917 for the Hartford Insurance Company, is now leased by the Pacific Telephone Company. The buildings uphill from the project site to the west on California Street are apartment buildings.

The building would be different from those in its vicinity, for it would be 16 stories tall in contrast to the prevailing 6 to 8 stories in the vicinity. Because of its height it would have a visual effect on the immediate vicinity. (See discussion in Section A on page 5.) The building height requires further study in an EIR.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
2. <u>Visual Quality and Urban Design.</u> Would the proposed project:					
a. Obstruct or degrade any scenic view or vista open to the public?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
b. Reduce or obstruct views from adjacent or nearby buildings?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
c. Create a negative aesthetic effect?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>
d. Generate light or glare affecting other properties?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>

The project would disrupt the view of the City below the site and of the Bay from that portion of California Street between the site and Powell Street near the top of the California Street hill. The blank wall of the project on the western property line may be considered a negative esthetic effect. Further analysis will be described in the EIR. (See also the discussion in Section A., above.)

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
3. <u>Population/Employment/Housing.</u> Would the proposed project:					
a. Alter the density of the area population?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
b. Have a growth-inducing effect?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>
c. Require relocation of housing or businesses, with a displacement of people, in order to clear the site?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>
d. Create or eliminate jobs during construction and operation and maintenance of the project?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
e. Create an additional demand for housing in San Francisco?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>

The project would increase the population in the area by adding approximately 110 persons to a vacant site, previously used as parking lot. The project would provide 155,000 person-hours, or 80 person-years, of employment during the estimated 20-month construction period and would provide permanent employment for four to six persons when completed.

The project would achieve short-term housing goals by increasing the supply of housing, albeit at the upper-income level. Provision of low- to moderate-income housing at the rate of ten percent of the total units, required by the San Francisco Subdivision Code, and the method of providing such units, has not yet been determined by the project sponsor. This issue requires further discussion in an EIR.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
4. <u>Transportation/Circulation.</u> Would the construction or operation of the project result in:					
a. Change in use of existing transportation systems? (transit, roadways, pedestrian ways, etc.)	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
b. An increase in traffic which is substantial in relation to existing loads and street capacity?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>
c. Effects on existing parking facilities, or demand for new parking?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
d. Alteration to current patterns of circulation or movement of people and/or goods?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>
e. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>
f. A need for maintenance or improvement or change in configuration of existing public roads or facilities?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
g. Construction of new public roads?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>

The project would not change the vehicular Levels of Service at nearby intersections or pedestrian Levels of Service on the California Street sidewalk. It is estimated that peak-hour transit trips generated by the project would number 37 or less and would be split between three transit routes, two of which are served by cable cars. It is estimated that automobile trips generated by the project would be about 150 or fewer per day and 20 during the peak hour. The project would permanently displace 24 former on-site parking spaces previously used by former occupants of the adjacent office building east of the site. The project would provide 39 on-site parking spaces at a ratio of one space per two dwelling units, more than the

one space per four dwelling units required in the C-3-G district. With the intended valet parking, which would provide up to 12 additional spaces, the on-site capacity would be increased which would lessen potential impacts on nearby parking facilities. Reconstruction of Sabin Place may be undertaken by the project sponsor, upon authorization of the Department of Public Works, to improve its roadway, sidewalks, and appearance. An analysis of traffic effects requires further analysis in an EIR.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
5. <u>Noise.</u>					
a. Would the proposed project result in generation of noise levels in excess of those currently existing in the area?	<u> </u>	<u> X </u>	<u> </u>	<u> </u>	<u> X </u>
b. Would existing noise levels impact the proposed use?	<u> </u>	<u> X </u>	<u> </u>	<u> </u>	<u> X </u>
c. Are Title 25 Noise Insulation Standards applicable?	<u> X </u>	<u> </u>	<u> </u>	<u> </u>	<u> X </u>

Construction activities would increase the noise levels in the project vicinity, especially during excavation, foundation preparation, and steel frame erection which would extend over a six-month period, approximately. After completion, the project would not increase audible noise levels in the project vicinity, although service vehicles such as refuse disposal trucks would increase on-site noise levels for limited periods of time. The San Francisco Noise Ordinance requires that noise emissions from mechanical equipment not exceed 70 dBA between 7 a.m. and 10 p.m. or 60 dBA at night. These required standards are lower than the current ambient levels at the project site. The project site is in that part of the City where existing background Ldn (day-night) noise levels are mapped as 65 dBA and the transportation noise level is 75 dBA (Environmental Protection Element of the Comprehensive Plan, page 16). As the maximum acceptable noise level for residential use is 70 dBA, required adherence to California Administrative Code Title 25 Noise Insulation Standards and inclusion of noise insulation features would help to avoid adverse effects on project residents. Construction noise effects will be discussed in the EIR for this project.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
6. <u>Air Quality/Climate.</u> Would the proposed project result in:					
a. Violation of any ambient quality standard or contribution to an existing air quality violation?	_____	_____	<u>X</u>	_____	_____
b. Exposure of sensitive receptors to air pollutants?	_____	_____	<u>X</u>	_____	_____
c. Creation of objectionable odors?	_____	_____	<u>X</u>	_____	_____
d. Burning of any materials including brush, trees, or construction materials?	_____	_____	<u>X</u>	_____	_____
e. Alteration of wind, moisture, or temperature (including sun shading effects), or any change in climate, either locally or regionally?	<u>X</u>	_____	_____	_____	<u>X</u>

Grading, foundation preparation, and construction activities would affect local air quality, especially particulate (dust) concentrations, for about two years during project construction. In contrast to gaseous pollutants and small sized particulates from combustion, a large portion of particulates from construction settles out of the atmosphere rapidly with increasing distance from the source. Temporary violations of the State standard of 100 ug/m³ for total suspended particulates would likely occur near the site. However, this probably would not cause measurable violations of the standard at the Bay Area Air Quality Management District monitoring station in San Francisco located at 900 23rd Street. Mitigation measure No. 2, described on page 17, would reduce the effects of particulates during construction by 50 percent.

Project-related traffic, and combustion of natural gas used for space heating of the units would generate air pollutants, but the project would not cause air pollutant standards to be exceeded.

The project site is partially sheltered from northwest winds by the steep terrain rising above the project site on the west and by existing buildings north and west of the site. West winds are channeled along California

Street. The west face of the proposed building would generate a high-pressure area that would result in wind accelerations. These downward wind accelerations would be blocked by the rooftop of the adjacent building at 770 California Street, and strong wind accelerations would probably occur along California Street at the project site at the rooftop level of 770 California Street. Average wind speed increases of about five to ten percent are estimated to occur at the pedestrian level on California Street due to the project during west winds.

The project would cast shadows on adjacent buildings, particularly affecting the adjacent apartment building to the west of the site. Shadow effects will be discussed and illustrated in the Environmental Impact Report. The project would cause an adverse effect on residents of adjacent and nearby apartments whose existing City and Bay views and morning sunlight would be partially or totally blocked. This would be contrary to long-term goals expressed in the Urban Design Plan of the San Francisco Comprehensive Plan. Wind and shading effects of the project will be further discussed in the EIR.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
7. <u>Utilities and Public Services.</u> Would the proposed project:					
a. Have an effect upon, or result in a need for new or altered, governmental services in any of the following?					
fire protection	_____	_____	<u>X</u>	_____	<u>X</u>
police protection	_____	_____	<u>X</u>	_____	<u>X</u>
schools	_____	_____	<u>X</u>	_____	<u>X</u>
parks or other recreational facilities	_____	_____	<u>X</u>	_____	<u>X</u>
maintenance of public facilities	_____	_____	<u>X</u>	_____	<u>X</u>
power or natural gas	_____	_____	<u>X</u>	_____	<u>X</u>
communications systems	_____	_____	<u>X</u>	_____	<u>X</u>
water	_____	_____	<u>X</u>	_____	<u>X</u>
sewer/storm water drainage	_____	_____	<u>X</u>	_____	<u>X</u>
solid waste collection and disposal	_____	_____	<u>X</u>	_____	<u>X</u>

The project would incorporate more extensive fire protection measures than most existing buildings around the site because of more stringent code standards now in effect. While the project would increase the building area and the number of persons using the site, existing fire stations could serve the project without additional personnel or equipment. Water supply in the area of the site is adequate and would not require expansion for fire services. (Joseph Sullivan, Chief, Support Services, San Francisco Fire Department, letter communication, May 5, 1981, on file at the Office of Environmental Review, 45 Hyde Street, San Francisco.)

The project would increase the population at the site by about 125, with increased potential for crime. The site is located within the Central Police District with coverage from the Central Station at 766 Vallejo Street. The area is patrolled 24 hours a day by radio-dispatched cars. An on-foot beat patrol operates on Grant Avenue, one-half block east of the site, from 8 a.m. to midnight. The project would not require additional police personnel or equipment. (Sgt. Paul Libert, Planning and Research Division, telephone communication, April 27, 1981.) Security measures such as alarms, adequate lighting at entryways, and security personnel, would reduce the effects of the project on the Police Department.

The project would be expected to house five to ten school-age children at most. Neighborhood public schools are: Commodore Stockton Elementary at 950 Clay Street (grades K-5); Francisco Middle School, at 2190 Powell Street (grades 6-8); and Galileo High School at 1150 Francisco Street (grades 9-12). The San Francisco Unified School District is experiencing declining enrollment in most schools, and seating would be available for the new students. (Robert Haslam, Right of Way Agent, Property Management, San Francisco Unified School District, telephone communication, April 27, 1981.)

The project would include a swimming pool on the lobby level. Most units would have individual balconies. The project is one block from St. Mary's Square and three blocks from Huntington Park, City-owned public open spaces.

The project would have no direct effect on the maintenance of public facilities.

The project would result in a net increase in consumption of energy. The project would conform to California energy conservation standards (Title 24 of the Administrative Code) for residential buildings. Below-grade power and water storage vaults under California Street would probably be required for the project. Excavation work would take from several days to two weeks, depending on the type of vaults, and would involve no more than a portion of one lane at any one time. There would be no gas or electricity supply problems. (Alfred A. Williams, Industrial Power Engineer, Pacific Gas and Electric Company, telephone communication, April 29, 1981.)

The project would result in increased use of communication systems. Street work to lay telephone system conduit to the project would be necessary. Work would last about three days and involve no more than one lane at any one time. No supply or capacity problems exist. (Greg Srednicki, Facilities Engineer, Pacific Telephone, telephone communication, April 29, 1981.)

The project would generate a demand for about 7,400 gallons of water per day. Service would be from California Street, which contains a six-inch main on the north side and an eight-inch main on the south side. The Fire Department would require use of the main which best meets fire flow requirements. Present facilities are adequate to supply water for the project. (Harlow Swain, Senior District Water Serviceman, Engineering Department, San Francisco Water Department, telephone communication, April 27, 1981.)

The amount of sewage and storm drainage generated by the project would be approximately the same as the water used, as described above. California Street contains two 12-inch sewer mains, one on the north side and one on the south side of the street. Either main would be adequate to handle increased sewer flows. (Mervyn Francies, Engineering Associate II, Department of Public Works Clean Water Program, telephone communication, April 27, 1981.)

The project would generate a net increase of about 270 pounds per day of solid waste. Collection would not present a problem to the company serving the project area and would probably occur three to six times per week. Disposal effects would depend on the eventual selection of a disposal method and/or

site for San Francisco's solid wastes. Adequate facilities exist for collection from the site. (Fiore Garbarino, Office Manager, Golden Gate Disposal Company, telephone communication, April 29, 1981.) The pick-up point would be in the first-level parking floor at the service area.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
8. <u>Biology.</u>					
a. Would there be a reduction in plant and/or animal habitat or interference with the movement of migratory fish or wildlife species?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
b. Would the project affect the existence or habitat of any rare, endangered or unique species located on or near the site?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>
c. Would the project require removal of mature scenic trees?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>

An unpaved strip approximately ten feet wide and 58 feet long extends across the rear of the deep portion of the site. It contains overgrown shrubs and weeds. This area would be replaced by parking level access ramps and an emergency exit stairway. Planted areas would be located at the front of the project site in portions of the setback areas. Street trees would also be provided. Street trees are not required by the City Planning Code in the C-3-G district.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
9. <u>Land.</u> (topography, soils, geology) Would proposed project result in or be subject to:					
a. Potentially hazardous geologic or soils conditions on or immediately adjoining the site? (slides, subsidence, erosion, and liquefaction)	<u> </u>	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>
b. Grading? (consider height, steepness and visibility of proposed slopes; consider effect of grading on trees and ridge tops)	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
c. Generation of substantial spoils during site preparation, grading, dredging or fill?	<u> </u>	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>

A soils and foundation analysis of the site (February 1980) on file at the Office of Environmental Review has concluded that the site presents no special constraints from a geotechnical standpoint. All near-vertical cuts made in the grading process would require temporary support during construction; permanent support would be provided by the perimeter walls of the planned building. Excavation would be done by increments of about eight feet. Recommendations of the soils engineer, including those cited in the February, 1980 report, would be followed.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
10. <u>Water</u> . Would the proposed project result in:					
a. Reduction in the quality of surface water?	_____	_____	<u>X</u>	_____	_____
b. Change in runoff or alteration to drainage patterns?	<u>X</u>	_____	_____	_____	<u>X</u>
c. Change in water use?	<u>X</u>	_____	_____	_____	_____
d. Change in quality of public water supply or in quality or quantity (dewatering) of groundwater?	_____	_____	<u>X</u>	_____	_____

The completed project would channel drainage runoff directly to storm drains whereas present storm drainage flows across paved surfaces to gutters or permeable areas at the northern edge of the site. Change in water use is discussed in Item 7 above.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
11. <u>Energy/Natural Resources</u> . Would the proposed project result in:					
a. Any change in consumption of energy?	<u>X</u>	_____	_____	_____	<u>X</u>
b. Substantial increase in demand on existing energy sources?	_____	_____	<u>X</u>	_____	<u>X</u>
c. An effect on the potential use, extraction, conservation or depletion of a natural resource?	_____	_____	<u>X</u>	_____	_____

The project would increase energy consumption on the site. A more detailed analysis will be made in an EIR for the project.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
12. <u>Hazards</u> . Would the proposed project result in:					
a. Increased risk of explosion or release of hazardous substances (e.g., oil, pesticides, chemicals or radiation), in the event of an accident, or cause other dangers to public health and safety?	_____	_____	<u>X</u>	_____	_____
b. Creation of or exposure to a potential health hazard.	_____	_____	<u>X</u>	_____	_____
c. Possible interference with an emergency response plan or emergency evacuation plan?	_____	_____	<u>X</u>	_____	_____
13. <u>Cultural</u> . Would the proposed project:					
a. Include or affect a historic site, structure, or building?	_____	_____	<u>X</u>	_____	_____
b. Include or affect a known archaeological resource or an area of archaeological resource potential?	_____	_____	<u>X</u>	_____	_____
c. Cause a physical change affecting unique ethnic or cultural values?	_____	<u>X</u>	_____	_____	_____

The project site is one-half block from Old St. Mary's Church, a designated City landmark, and is in an area which includes many buildings noted in the Department of City Planning 1976 architectural inventory. Among these are the Cogswell College opposite the site on the south side of California Street, which was given an overall rating of 4, and the Chinatown YMCA adjoining the rear of the site on the north, which was given an overall rating of 1. The inventory includes buildings which represent the architecturally best ten percent of all buildings in the city. Buildings are rated on a scale of 0 to 5; those rated 3 or higher represent the best two percent of all buildings. The shadowing effects of the proposed project on the Chinatown YMCA require analysis in the EIR for the project.

C. MITIGATION MEASURES:	<u>Yes</u>	<u>No</u>	<u>Disc.</u>
Are mitigation measures included in the project?	<u>X</u>	_____	<u>X</u>
Are other mitigation measures available?	<u>Maybe, if need is identified</u>		

A number of mitigation measures have been included in the project as designed to date. They are described below:

1. The sponsor would require by contract that the project contractor comply with all requirements of the San Francisco Noise Ordinance, including limiting noise emissions from powered construction equipment to 80 dBA at a distance of 100 feet. The contractor would muffle and shield intakes and exhaust, shroud or shield impact tools, and use electric-powered rather than diesel-powered construction equipment when feasible.
2. During excavation and earth moving activities, the site would be sprinkled at least twice a day in order to reduce particulate emissions (dust) by 50 percent.
3. The project would incorporate low-flow faucet and toilet fixtures to reduce water consumption and wastewater.
4. Windows and balcony doors of all units would be operable, in order to use outside air for cooling.

D. ALTERNATIVES:

Were other alternatives considered:

<u>Yes</u>	<u>No</u>	<u>Disc.</u>
<u>X</u>	<u> </u>	<u>X</u>

Other building designs and configurations were considered before the proposed plan and design were chosen. The project sponsor believes the proposed plan to be the best solution regarding orientation for light and views, maximum parking, accessibility, and provision of common open space in an attractive and usable form. A "no-project" alternative would continue use of the site as a vacant lot or parking lot, which the sponsor considers to be underuse of the site in terms of cost and productivity. A building no higher than the average

of its neighbors was considered but ruled out by the sponsor because of high unit costs and relatively low economic return. Alternatives will be discussed further in the Environmental Impact Report.


E. MANDATORY FINDINGS OF SIGNIFICANCE:

	<u>Yes</u>	<u>No</u>	<u>Disc.</u>
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of the major periods of California history or prehistory?	_____	<u>X</u>	_____
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<u>X</u>	_____	<u>X</u>
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects?)	<u>X</u>	_____	<u>X</u>
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	<u>X</u>	_____	<u>X</u>
5. Is there a serious public controversy concerning the possible environmental effect of the project?	_____	<u>X</u>	_____

The project would contribute 73 residential units to the supply of housing in the undersupplied San Francisco housing market, achieving a short-term and long-term goal, but would be disruptive of some public and private views to the disadvantage of other stated long-term goals. The project would have an adverse effect on nearby residents during construction, and to residents of some apartments at 770 California Street whose apartments would lose views and direct sunlight. These matters require further discussion in an EIR.

On the basis of this initial evaluation:

- I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers , in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.
- X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



Robert W. Passmore
Assistant Director-Implementation

for

Dean Macris
Director

Date: 1/24/82

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